

Hongkong Daily Press.

THE  
**DIRECTORY & CHRONICLE**  
FOR 1906.

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Hongkong, 4th December, 1906. [30]

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## BIRTHS.

On November 20th, to Mr. and Mrs. SCHMIDT-  
DEKARL, of the German Bank, Kobe, a daughter.  
At Shanghai, the wife of D. K. McEwen, of a  
son.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 4TH, 1906.

In calling attention to the discussion in  
one of to-day's law reports, concerning the  
admissibility of "confidential" correspond-  
ence as evidence, we do not make any  
suggestion whatever with regard to the  
merits or possibilities of the particular case;  
but in the interest of pure justice, and  
arguing on general principles, we would  
record our opinion that in refusing to admit  
all official correspondence headed "con-  
fidential," the Full Court has set up a  
precedent to be regarded as dangerous. Sir  
HENRY BAKER, representing the Crown,  
objects to Mr. SLADE reading a confidential  
communication from an officer of the Govern-  
ment to the General Officer commanding  
the Troops, at first apparently on the  
ground that it is State property, but later,  
in reply to the plea that the recipient had  
consented, remarking that such a letter is  
inadmissible "when it is headed confiden-  
tial." Its description as a "State docu-  
ment" is rather awe-inspiring, but we can  
readily conceive circumstances in which "a  
confidential communication between officials"  
might be material evidence the suppression  
of which would be most unjust. In this  
case Mr. SLADE contends that a direct  
official offer was made on which action  
was taken, and the Chief Justice  
makes the sweeping reply, "If it is  
covered by the word 'confidential,' you

cannot" [act on it]. Are we to assume  
that any sub-head of an official department  
has the power, by using the word "con-  
fidential," to (say) offer to compound a  
felony, and the incident be ignored by the  
law? Or should the Director of Public  
Works make a confidential offer to a land  
owner for property required to be resumed,  
may not that offer be reported in any subse-  
quent arbitration? Or take another  
hypothetical example, the possibility of  
which is suggested by recent events. A  
government official guilty of corrupt  
practices writes confidentially to a colleague  
who is anxious to have the service  
purified. Is such a confidential commu-  
nication between officials, containing, it  
may be, vital testimony for either side, to be  
refused as inadmissible? But as between  
the Government and a private citizen, there  
may be all sorts of possibilities of injustice,  
if, as Mr. SLADE phrased it, the Crown may  
"go back" on its confidential offers. The  
assumption is that the Crown does not want  
to be unjust, but the future risk lies in the  
possibly misplaced zeal of some one of its  
servants. Some little time ago we had an  
object lesson in which justice, determined on  
"the whole truth," published a letter  
marked confidential, and that even without  
that endorsement was a letter patently  
requiring confidential treatment. So  
important is justice, so absolutely necessary  
"the whole truth," that the deepest  
sentiment must give way to it. But the  
Chief Justice indicates, with the approval  
of the Full Court, that in future cases there  
is a real possibility of "the whole truth,"  
being withheld, if it should happen that  
some official, writing to a colleague, has had  
the forethought to mark his script "con-  
fidential." We have neither right nor  
qualification to lay down the law, but it  
seems obvious to us that this decision  
contains potentialities which cannot be  
contemplated without uneasiness. The  
same shibboleth has recently been causing  
trouble on the Sanitary Board, and it seems  
desirable that the Government should take  
steps to make less sweeping, less wholesale  
and less dangerous what is doubtless, within  
limits, an indispensable precaution. With  
the law as yesterday enunciated, the public  
can hardly feel altogether satisfied.

The English Mail of the 3rd November was  
delivered in London on the 1st inst.

The vocalist at St. John's Cathedral (Organ  
Recital) this (Tuesday) evening will be Mrs.  
Newbrun, who will sing three pieces, by  
Rubinstein, Warlamoff and Rossini.

A tragic affair is reported from Hanoi where  
the mother of a French customs clerk was  
murdered in her house, apparently by a native.  
It is suspected that the boys in the house were  
accomplices.

A master of a Chinese passenger boat was  
yesterday fined \$1 by the Harbour Master for  
disobeying the orders of the Harbour Master  
by using the Harbour Office pier after being  
cautioned not to do so.

A northern contemporary reports: "The  
Empress Dowager has deposited Tls. 200,000  
of her own money in the Hupa Bank in order  
to encourage people of all classes throughout  
the Empire to do the same." "It is not all  
people of all classes who can afford to do the  
same."

The weekly return of communicable disease  
in the Colony mentions the belated plague  
fatality already reported, making the totals 592  
cases and 856 deaths. It also mentions two  
fatal (Chinese) cases of diphtheria, one case  
(French) of enteric, and one case (Chinese) of  
puerperal fever.

A correspondent suggests that it seems  
unreasonable of the Government Gazette to  
ignore the appointments or promotions of  
official "small fry," and only mention them  
when they get into disgrace. That argument  
is good, but the rest of the letter makes its  
publication undesirable.

The telephone service was introduced into  
Japan in 1890, and it has rapidly and steadily  
developed, there being at the present time  
throughout Japan 35 telephone exchange offices,  
201 call offices and 141 automatic telephone  
boxes, while subscribers number 35,704 and over  
30,000 more intending subscribers are awaiting  
their turn to be connected. The length of the  
telephone lines throughout Japan is 34,705  
miles.

That Marquis Ito and his colleagues will  
make mistakes and some failures is merely to  
state that they are as human as the rest of  
mankind, and they would be among the first  
to invite discussion of their work. Little good  
can, however, be achieved by sweeping condem-  
nation of any and every step which has been  
taken, with the cognizance and approval of the  
Powers, for the regeneration of Korea. Know-  
ing the character of the Koreans, their passion  
and singular aptitude for intrigue and total  
unreliability, realizing also that there is only  
one alternative to Japanese control, until the  
Korean has been educated, if possible, to a more  
self-respecting attitude, we [N.C. Daily News]  
confess to some disappointment with Mr.  
Putnam Wade's present ill-judged conclusion.

An exceptionally daring theft was recently  
perpetrated at Hanoi, when two electric cables  
were stolen from workshops in one of the  
principal thoroughfares.

The Hongkong Volunteer Corps has received  
five new members during the past week or so.  
Four of them, Messrs H. B. Shannon, O. S. B.  
Rowe, T. Suggie, and J. R. Morrison have  
joined Right Half No. 2 Company, and one,  
Mr. G. H. Flood, has joined Left Half No. 1  
Company. One resignation is reported, that of  
Gunner J. T. Cole.

On the request of Sir John Jordan, the Wai-  
watu has wired to Viceroy Yuan Shih-kai  
advising him to issue instructions to all his civil  
and military officials in Chihli province  
commanding them to exert themselves to  
cover and capture the alleged murderer of Mr.  
Pless, of Messrs. Stone and Co., in Peking, who  
was fatally shot in the Tarter City about a fort-  
night back. The murderer is supposed to be a  
returned labourer from the Tamsui gold  
mines who was whipped by the deceased a few  
days before his death. Viceroy Yuan has now  
done so accordingly, while the Police Commis-  
sioner in Peking has offered \$200 to any person  
or persons who may either capture the murderer  
or give such information as may lead to his ap-  
prehension. The Chinese merchant Yeh Hui-  
yit, who is a partner of Messrs. Stone and Co.,  
and the servants of the late Mr. Pless were  
examined by the Chinese Police Commissioner  
in company with the secretary of H.M. Legation  
some days ago in the central station, but  
they apologized for knowing nothing in the case.  
They are still kept in custody in the station  
pending further investigation. The recent  
report about the murder of an Austrian soldier  
in Peking was untrue. The rumour was circu-  
lated by natives who did not know the nationality  
of the deceased.

INTERNATIONAL WALKING  
MATCH.

The management of the hotel responsible for  
the offer of a silver cup for an "International  
Walking Competition" have told us that we  
misrepresented their position in the matter, in  
our note in Monday's Daily Press. While  
naturally not averse to any advertise-  
ment or patronage to be derived from  
supporting such a scheme, they have no desire  
to force their desires on the promoters or com-  
mittee. They merely offer the use of their hotel  
for the public meeting of those interested. If  
that be so, they deserve all credit, for no one  
else appeared anxious to make the first move  
toward what should be an event as interesting  
and popular at Hongkong as it has proved at  
Shanghai. They "propose" a route beginning  
and ending at their hotel, which is not a  
stipulation, and we willingly retract the  
statement that they offered the prize on that or  
any other condition. This does not diminish  
our regret that the proposal could not have  
originated in a more public way. Hongkong is  
an athletic colony, and pedestrianism is a form  
of athletics possessing many advantages and  
no disadvantages. We would have preferred the  
co-operation of the Race Club, as at Shanghai,  
but apparently this is not to be.

SCOTTISH MASONIC QUADRILLE  
ASSOCIATION.

The second of the series of six monthly  
dances promoted by the Association of four  
Masonic lodges took place in the City Hall  
last night, and was even more successful than  
the opening one. The large attendance of  
ladies and gentlemen was eloquent testimony  
of the popularity of these gatherings and the fact  
that the old Chamber of Commerce room was  
insufficient to accommodate the dancers was  
an additional proof of the success attending the  
efforts of the Association to provide pleasure  
for their friends. Messrs. J. McLeod and J.  
Sibbett, the M.O.'s, did not allow their positions  
to bear the semblance of sinecures, and their  
residential attentions did much to enhance the  
pleasure of the evening. At the same time it has  
to be recognized that the company was exceed-  
ingly sociable, and required little inducement  
to embrace the joys afforded by the well selected  
programme of twelve dances. Mr. J. Blake, the  
hon. secretary, was responsible for the general  
arrangements, which, as usual, were of the most  
complete description, while the stewards,  
Messrs. F. Howell and A. W. Hill, looked  
after the general comforts, and the committee  
consisting of Messrs. Howell, Pittcock, Bridger,  
Hall and Blake attended to the others who did  
not indulge in the active pleasures of the  
evening. The music was supplied by Machado's  
Calcutta string band. Dancing, which  
commenced at 9 o'clock, was brought to a close  
about one o'clock.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—  
On the 3rd at 11.33 a.m.—The barometer  
has risen moderately over Japan and the E.  
coast of China, and fallen slightly N. China.  
The depression lying over N.E. Japan yester-  
day, has moved into the Pacific. The area of  
high pressure is situated over the Yangtze  
valley.  
Fog and drizzle are moderate in the South, and  
fresh to strong moderate will prevail in the  
Korean Channel and the China Sea.  
Hoagkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:—  
Hongkong & Neighbourhood { N.E. winds,  
fresh; fair.  
Formosa Channel { N.E. winds  
strong.  
South coast of China between { Same as No.1.  
Hongkong and Lamooks {  
South coast of China between { Same as No.1.  
Hongkong and Hainan {

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## A FREELANCE CONVICTED.

LONDON, December 3rd.  
At Kopenick in Germany the  
captain [who loomed a body of  
guardsmen to surround the town hall  
and arrest the Mayor and Treasurer  
on false charges, while he ransacked  
the Treasury and appropriated £250]  
has been sentenced to four years'  
imprisonment.

## GERMAN COLONIAL SCANDAL.

LONDON, December 3rd.  
Herr Bebel in the Reichstag  
has accused the Colonial Administra-  
tion of perpetrating unspeakable  
atrocities in the Cameroons.

## H.M.S. "DREADNOUGHT"

LONDON, December 3rd.  
The Dreadnought has successfully  
accomplished her acceptance trials.

## OBITUARY.

LONDON, December 3rd.  
Charles of Baden is dead.

[REUTERS SERVICE.]

## THE MOROCCO QUESTION.

LONDON, December 1st.  
The Temps states that France has issued  
a circular to the Powers justifying Franco-  
Spanish intervention in Morocco, and  
notifying their action. No objections have  
been raised anywhere.

## THE VOLGA Famine SCANDAL.

LONDON, December 1st.  
The Tsar has appointed a committee of  
enquiry into the Volga Wheat scandal.

## THE UNITED STATES NAVY.

LONDON, December 1st.  
It is announced in Washington that the  
Atlantic Pacific squadrons will shortly be  
merged into one Pacific fleet, under a flag  
officer of the highest rank.

[N.C. Daily News Service.]

THE MANCHURIAN RAILWAY  
CONFERENCE.

TOKYO, November 28th.  
The Manchurian Railway conference has  
concluded its deliberations and the Protocol  
Verbal will be signed to-morrow. Japanese  
dispatches assert that the boundary will be  
fixed at a point north of Chung-chun and that  
communications between the respective termini  
will be feasible.

## THE JAPANESE BUDGET.

TOKYO, November 26th.  
The crisis in the situation caused by the  
Budget proposals is now over, thanks to the  
office of Count Katsuma.

EXPLOSION OF A MECHANICAL  
MINE.

TOKYO, November 27th.  
Some villagers in the Akiha prefecture touched  
a mechanical mine which had drifted ashore. It  
exploded, killing ten outright and seriously  
injuring fifty-six others.

## THE I. J. N. S. "TSUKUBA"

TOKYO, November 27th.  
On her trial trip the Tsukuba developed a  
speed of 21½ knots instead of 20½ as expected.

## SIAM'S POSTAL CHARGES.

The rise in the fiscal has led to many enquiries  
being addressed by business men to the postal  
authorities on the subject of the present rates of  
foreign postage, a reduction being of course  
suggested in every case. The Bangkok Times  
learned that the desirability of some reduction  
being made both in respect to foreign postage  
rates and cablegram charges, is officially  
recognized. But, we are informed, no reduction  
is likely to be made while it is doubtful whether  
the fiscal will not advance still further in price.  
That is not unreasonable if there is any chance  
of another advance at an early date. But surely  
it may be taken for granted now that the fiscal  
is completely safe as regards any further  
rise in silver for a long time to come and the  
effect on trade of the recent rise is not such as  
to encourage further advances under existing  
circumstances. While postal rates are being  
reconsidered it is to be hoped the reduction of  
the present inland rates will not be forgotten.  
At 8 a.m. it is now nearly 2½d., and it would  
certainly tend to encourage the use of the postal  
service by the people if this rate were made the  
same as the Bangkok rate. At present the bulk  
of the inland correspondence is official, and  
the loss to the Government would be  
apparent not real. It is a matter that ought  
to receive favourable consideration as soon as  
possible.

## POLICE COURT.

Monday, December 3rd.

BEFORE MR. F. A. HAZELAND (FIRST  
POLICE MAGISTRATE).

## AFTER THE HALL.

The coolie, who was remanded from Saturday  
charged on suspicion with stealing clothes and  
boots from the City Hall on Saturday morning,  
again appeared before his Worship. Three  
residents of Queen's Gardens, who had seen the  
case in the newspapers, came forward and claim-  
ed the articles as theirs, stating that they left  
St. Andrew's Hall early in the morning, and  
returned home. The door of their dwelling was  
found open later in the morning, and the infer-  
ence was that the defendant had forced open the  
door and abstracted the articles. Messrs. W.  
Otto, A. Throsson and Volckeleit recognised  
their property, and defendant was sentenced to  
six weeks' imprisonment and six hours in the  
stocks.

## A GAMBLING RAID.

P. S. Gordon carried out a gambling raid  
at the house 375 Des Vaux Road on Sunday  
night and captured 19 men who were playing  
night and day. The two principals were fined  
\$50 each and the remainder \$1 each.

## ALLEGED ASSAULT.

Four men from a cargo boat were charged  
with assaulting the constable and another man  
on board the steam launch Lai Tung. It  
appeared that the launch had a number of  
junks in tow, and defendants thinking to avoid  
the hard work of sailing hooked on to the  
launch. When they were ordered to unhook  
they declined and boarding the launch assaulted  
the constable and another. The case was  
adjourned till Thursday.

## HARBOR OFFICE STABBING AFFRAY.

Chu Lo Pui, a coolie, was charged with  
the attempted murder of A. C. Botelho, a  
clerk in the Harbour Office, and with seriously  
wounding two Harbour Office boatmen. Chief  
Detective Inspector Hanson prosecuted.

Dr. Koch, acting superintendent of Govern-  
ment Civil Hospital, described the condition of  
the two wounded boatmen on their reception in  
the hospital. One of the men was in a critical  
condition and his depositions were taken. However,  
he recovered and was discharged a  
fortnight later. The second man was suffering  
from three wounds. He was discharged on  
the 28th November.

Mr. Botelho, first clerk in the Harbour  
Master's Department, said he had served about  
34 years in that department. It was part of his  
duty to examine intending emigrants to foreign  
ports on voyages of over seven days' duration.  
On Saturday, 15th November, at 9.15 a.m. he  
commenced to examine a batch of intending  
emigrants for the Straits Settlements to proceed  
by the British steamer Hopsang. At about 10  
a.m. he examined the prisoner, who was one of  
the intending emigrants, in the boat shed.  
Prisoner had to place himself on a stand  
to answer the questions put to him.  
The answers were satisfactory. Witness was  
seated at a table, and, opposite to him, sat the  
interpreter, while at the other end of the table  
were the two boatmen. Prisoner stepped down  
from the stand to receive his passage ticket,  
which was being stamped by Kwok Chuen; but,  
instead of going for his ticket, he rushed behind  
Kwok Chuen and seized witness, who was  
unprepared for the onslaught, by the throat  
with his left hand, and rammed something  
which witness could not understand. At the  
moment witness thought he was mad and threw  
himself. The man fell to the ground, Kwok Chuen  
then tried to seize the prisoner, who, however,  
leaped up and bolted out by the open door, fol-  
lowed by witness and the two boatmen. Several  
people running after the man. Soon after  
Kwok Chuen came up to him and raising his  
jacket showed that he was wounded. The  
second man appeared and showed that he also  
had been wounded. A third man named  
Chuen Fook was also wounded in the chest.  
Witness did not notice those men being stabbed,  
and could not suggest any reason for  
prisoner's conduct.

Other evidence was called and the case  
adjourned.

## DEATH OF MR. A. M. APCAR.

The Japan Chronicle of Nov. 23rd says:—  
We regret to have to record the painful sud-  
den death of Mr. Apcar Michael Apcar, of  
Kobe. Mr. Apcar only returned from a visit to  
Yokohama on Tuesday and he was apparently  
in very good health. On Wednesday evening he  
dined as usual at the Great Eastern Hotel and  
conversed with some of his friends, afterwards  
being apparently as well as usual, for he did not  
complain of indisposition, he retired to his  
room at about 10 o'clock and was shortly after-  
wards seized with apoplexy. Dr. P. Z. Martin  
happened to be on the premises, having been  
conversing with Mr. Apcar downstairs, and he  
immediately went to his assistance, but Mr.  
Apcar was not seen to be in a very serious  
condition. Dr. Martin did everything possible  
and was speedily joined by Dr. Kilpatrick and  
Dr. Yamamoto; but, despite the united efforts  
of the medical men, Mr. Apcar rapidly became  
worse and did not regain consciousness, passing  
away at 1.30.

The deceased gentleman, who was of Arme-  
nian nationality, was very well known and  
respected in Kobe and Yokohama. He was  
related to the well-known Apcar family of  
Calcutta, the proprietors of the "Apcar" line  
of steamships. About twenty years ago the  
deceased established himself at Hongkong as an  
import and export merchant. Some five years  
later he left Hongkong and went to reside in  
Yokohama, establishing himself there under the  
style of A. M. Apcar & Co. About five years  
ago he came to Kobe and has since carried on  
an extensive import and export business here  
and in Yokohama. He purchased the Great  
Eastern and Beach House, Shinya Hotel, but  
these have been managed by Mr. C. M. Arrat-  
toon. Mr. Apcar regarding them in the light of  
hobbies in conjunction with his import and  
export business. The deceased was 51 years of  
age. He was a Mason; he never took a promi-  
nent part in public affairs, but had a large circle  
of friends and acquaintances by whom he will be  
greatly missed. He leaves a widow, one son and  
two daughters to mourn his loss.

HONGKONG TYPHOON RELIEF  
FUND.

Mr. H. Hunter, the Hon. Treasurer  
acknowledges, with thanks, the following  
subscriptions:—

Already acknowledged:— \$262,452.39  
International Banking Corporation 1,000  
Proceeds of Concert given by the  
Portuguese Community at the  
Club Lusitano 507 54  
E. T. Whithell, Manchester 250 54  
Leon A. Levy, Alexandria 100 56  
Subscribed by the Members of the  
Sikh Temple, Happy Valley 101  
Mrs. Edmund Sharp 210 86.58  
Mrs. Marie Noyes-Morehouse 50  
P. D. Gault & Co. 5  
Received from Hon. Mr. F. J.  
Bakerley

Police at Ping Shan 510  
Ping Shan villagers 3,490  
A. J. Mackie 10  
Lance Sergeant Willis 5  
Native Police at Au Tau 6.90  
Villagers of Sai Pin Wai 3.40  
do. Tai Kin 3  
do. Wang Chau 1.50  
do. Un Lung 49.90  
do. Tung Tau 12.36  
do. Kam Tin 23.60  
do. Ying Lung 10  
do. Nam Pin Wai 10.50  
do. Tai Shan 25  
do. Un Kung 4  
do. Lin Pa Tin 11.80  
do. Tai Wai 4.15  
do. Wong Uk Tau 3.10  
do. San Tau 1.22  
do. Ma On Kong 7.80  
do. Tai Tong 2.20  
do. Yan Tin 2  
do. Tai Ching Po 2.64  
do. San Fui 3.25  
do. Shoung Tsau 10.5

Chinese subsidiary coins \$250.04  
@ 74 dies 240.33

The following amounts received  
from the Tung Wah Hospital:

Chinese Merchants in Kobe, addi-  
tional subscriptions 1,113.29  
do. Townsville 870.75  
do. Yokohama, additional subs. 705.72  
do. Kampar, Perak, do. 364.04  
do. Bangkok 258  
Wing Hing Chau 100  
Unknown 100  
Tong Yick Kiu 100  
Yuen Lung Chau 100  
Hin Lee Company 100  
Lo Chap Luk 50  
Anonymous 50  
Hop On Shipping Co. 25  
Leung Tin Kwei 25  
Yung Hin Man 25  
Yung Piek Lau 25  
rs. Wai Lung Shi 20  
Chung Fung Shan 20  
Pou K. Shan 20  
Anonymous 15  
Chang Pi Sun 10  
Wo K. Kwei Choi 10  
Ng Ki Sui 10  
Kwong Kit Woon 10  
Ho Yan Nam 10  
Kwok Ching Tong 10  
Chinese Merchant in Brisbane,  
additional subs. 5.66  
Chinese Chamber of Commerce in  
Bangkok 1,000  
Hang Tak Tong 80  
Chinese Merchants in Kwantou 37.20  
Ho Chak Tung 10  
Tung Chai Hospital, Singapore,  
additional subs. 723.50  
Li Chia Faa 500  
Chinese Merchants in Weihaiwei,  
additional subs. 341.91  
Chinese Merchants in Townsville,  
additional subs. 189.37  
Li Chia Fui 50  
Li Hok Lun 30  
Lo Shan Kwai 30  
Miss Ng Shi 20  
Li Chak Lum 12  
Yan Ming Him 5  
Li Yow Kuen Tong 5  
Pang Loi Wong 3  
Li Mow Choi 2

Less \$271,957.27

Discount on Chinese sub. coins  
received from Tung Wah  
Hospital \$1,360  
Twice acknowledged 250 1,610  
\$270,347.27

## AMERICA AND JAPAN.

M. Kurino, the Japanese Ambassador at  
Paris, has been assuring M. Jean Hademann,  
of the Media, that he apprehends no trouble  
from the dispute between his country and the  
United States. It was he who in 1894 signed  
with Mr. Gresham at Washington the treaty of  
friendship, in which the American Government  
undertook to give Japanese residents the same  
social rights as were enjoyed by the citizens of  
the United States. California cannot plead  
any exception to the rule, as the agreement is  
binding on all the States, but the Japanese  
Government reposes the utmost confidence in  
Mr. Roosevelt's impartiality, and alarmist  
reports about its preparations are in no degree  
founded. Japan, for one thing, is not building  
nearly as many battleships and cruisers as  
England, France, and Germany are construct-  
ing, and she desires peace above all else. Nor  
indeed, has there been in Japan so intense a  
wish to be on friendly terms with all the  
nations. Japan has just emerged from a ter-  
rible war, and she has no inclination to repeat  
such an experience. People who prate about  
her coveting the Philippines, Indo-China, and  
Java only betray their ignorance, as Japan is  
perfectly content with her present possessions;  
indeed, she is quite ready for an entente with  
France and other countries which have in-  
terests in the Far East. So says M. Kurino,  
whose explanation is creating an excellent im-  
pression.

## LATEST STEAMER MOVEMENTS.

The M.M. str. Yorra, with the next French  
mail, left Singapore on the 3rd inst. at 2 p.m.  
for this port via Saigon.  
The C.P.R. str. Athenian arrived at Shanghai  
at 9.30 p.m. on Saturday, the 1st inst., and left  
again at 11 a.m. on Sunday for Nagasaki, where  
she is due to arrive at 6 a.m. on Tuesday, the  
4th inst.  
The I.G.M. Australian Line str. Prinz Sigis-  
mund left Kobe on Sunday, the 2nd inst. at  
p.m., and may be expected here on or about  
the 6th inst.  
The Danish str. Cambodia left Singapore on  
Saturday afternoon, the 1st inst., and may be  
expected here on or about Sunday, the 9th inst.  
The P. & O. str. Nubia left Singapore for  
this port on the 2nd inst. at 8 a.m.



## SUPREME COURT.

Monday, December 3rd.

## IN APPELLATE JURISDICTION.

## BEFORE THE FULL COURT.

## STATE SECRETS.

This was a motion for a rehearing, before the Full Court, of the case decided at the Police Court between Mustafa Ismail and Hyat Ali Shah.

Mr. M. W. Slade, instructed by Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for appellant, and Sir Henry Berkeley, K.C., instructed by Mr. F. B. L. Bowley, Crown Solicitor, for the Crown.

Mr. Slade: The Crown consented to have the matter reheard before the Full Court, but they have subsequently made an amended suggestion that only the evidence of the appellant be taken, and not the evidence of other witnesses. I regret we cannot consent to that.

The Puisse Judge: You are applying for a rehearing. When that comes on this Court has power to admit any fresh evidence.

The Chief Justice: The rehearing of a criminal case before the Full Court? I am afraid I am a little behind the practice.

Mr. Slade: Under the Magistrate's Ordinance, that is the only way it can be done.

Sir Henry Berkeley: What they have to show is that they have any grounds for a rehearing.

Mr. Slade: What I am relying on is this letter from the Colonial Secretary.

Sir Henry Berkeley: I must raise an objection here. My learned friend proposes to read a confidential communication from the Government to the General Officer Commanding Troops. It is a state letter which he has no right to read in Court.

Mr. Slade: I have the authority of the General Officer to do it.

Sir Henry Berkeley: The General Officer Commanding has no power to consent to property of that kind being made public, when it is intended to be confidential. He must have been misinformed when he said he wished a confidential letter read without the permission of the writer. The letter was written confidentially, making certain offers and liberating the prisoner pending appeal. It is a State document which cannot possibly be read. A confidential communication between officials is regarded as a letter between private persons, and I am rather surprised my friend should be here to take that course, especially after the remark I made to him.

His Lordship: Unless you have the authority of the writer.

Mr. Slade: The correspondence was initiated by the General Officer. He headed his first letter confidentially; consequently all the others afterwards were marked confidential. He, being the person who initiated it, has the right to give permission. Surely the Crown cannot go back and shelter themselves behind the heading "confidential." I am in a position to prove that a direct offer was made on behalf of the Crown with regard to this case, and we have acted upon it.

The Chief Justice: If it is covered by the word "confidential" you cannot.

Mr. Slade: It is a most disgraceful breach of faith on the part of the Government not to consent to a rehearing in this case, and I hope the gentlemen of the Press will take notice of it, and that it will be borne in on the official guilty of it.

The Chief Justice: We cannot take any cognizance of what is in the letter. It is a question entirely to be settled between your client and the Crown.

Mr. Slade: As your Lordship please. Let the Crown go back on anything they say.

Sir Henry Berkeley: They have not gone back on anything.

Mr. Slade: Please, Sir Henry, don't make statements like that.

The Puisse Judge: We have decided that the letters shall not go in.

Sir Henry Berkeley: We consent now to the prisoner giving his evidence, but before he can get an order for a rehearing he must establish that the magistrate came to a wrong conclusion on the evidence before him. I submit on the evidence before him, the magistrate could not do anything else but convict.

The Puisse Judge: My own belief is that only at the rehearing have we power to call fresh evidence.

After consultation on the point the Chief Justice announced that in the opinion of the court fresh evidence could not be taken on the motion.

Sir Henry Berkeley: This particular point is whether your Lordships can commit yourselves to the consent the Crown is prepared to give to allow the evidence of the prisoner to be taken. I am merely consenting that the prisoner shall be allowed to read himself of his evidence as if he had given it before a magistrate. It was not taken before the magistrate, apparently due to a misapprehension, and I am prepared to allow it to be taken and placed among the depositions and considered by the Court, to allow the Court to come to the conclusion if a rehearing should be granted. It seems to me that course will prevent any unfair feeling by the prisoner or those interested in him that he has been improperly convicted, and that I am not asking the Court to exercise jurisdiction they have not got.

Mr. Slade: The Court may either dismiss the appeal or grant a rehearing. All we ask for is that the matter should be reheard, then it may be that you will only take the evidence of this man. I want a rehearing, and want it to be clearly understood that the Crown are objecting. They want to have merely this evidence put among the depositions and treated as if it had been taken before the magistrate. That is impossible, as we cannot see what the effect on

the magistrate's mind would have been had he heard this evidence. They want the Court to assume that if the magistrate had heard this evidence he would have convicted.

The Puisse Judge: You object to the evidence being taken of this man only?

Mr. Slade: Yes.

Sir Henry Berkeley: Very well, I withdraw my consent. He (Mr. Slade) appeals to Caesar and he can go to Caesar.

Mr. Slade: We want to have a rehearing, but—

Sir Henry Berkeley: On the ground that your man was not called; that is the only grievance.

Mr. Slade: It is not the only one and you know it quite well. You ought not to make such statements. This correspondence has been thrown open by the Colonial Secretary, and they now attempt to allege it is confidential.

Sir Henry Berkeley: On behalf of the Crown I take the objection that nothing except the depositions can be referred to on an appeal on the question of fact. The Appeal Ordinances refer to appeal on question of law and appeal on question of fact. Where an appeal is made on a question of fact, the prisoner is confined to the four corners of the depositions, and must show the Court that on the facts in those depositions the conclusion arrived at by the magistrate is an erroneous one. The Court can consider nothing on this application for a rehearing except the question as to whether the magistrate was or was not warranted upon the facts before him in coming to the conclusion he did. Therefore I submit the Court should stop my learned friend from making allusions to or to any feeling between the Government and His Majesty's forces.

Mr. Slade: It undoubtedly will cause feeling.

Sir Henry Berkeley: My learned friend seems to be quite unaware of the important and serious matters he is attempting to drag into this case. He wants to bring before this Court an act of impropriety on the part of the magistrate in the conduct of this case, which should not come before the Court of Appeal.

Mr. Slade: I am not referring to any impropriety on the part of the magistrate. Will your Lordships hear me?

The Chief Justice: You want to refer to something which would qualify your former statement with regard to the heading "confidential."

Mr. Slade: This correspondence has been opened by Mr. Sercombe Smith himself, and rendered non-confidential. Certain letters I have here show that the seal of confidentiality has been taken off entirely.

The Puisse Judge: You say it is admitted there is only one part of the correspondence it has been agreed to make public?

Mr. Slade: I don't know about it.

The Chief Justice: You say you contend that on those letters there may be some consent; then, surely that would depend on whether we can accept Sir Henry Berkeley's suggestion that this consent can be given?

Mr. Slade: My view is this: that the terms of those letters contain in precise words an unconditional consent to have this matter heard before the Full Court. Now they subsequently mean them—

The Chief Justice: In view of the obvious inconvenience of correspondence being referred to in Court, unless absolutely necessary, it would be better if the correspondence were sent to us in chambers. Then we can express such view on it as we think best. Even supposing the Crown consented to a rehearing, the Court would not be bound to grant it.

Sir Henry Berkeley: You bar the Crown here to-day to oppose a rehearing.

Mr. Slade: Yes, have it plain; that's plain the Crown appear here to-day to oppose the rehearing.

Sir Henry Berkeley submitted that the Court could not bind the Crown to a rehearing on mere correspondence, and the case was formally adjourned until the 11th. Meanwhile the confidential papers will be considered in chambers.

## IN ORIGINAL JURISDICTION.

## BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

## ALLEGED BREACH OF CONTRACT.

The action brought by the Holland China Trading Company, Alexandra Buildings, against the Tong Tai firm, traders, 93 Wing Lok Street, for breach of contract was continued.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the plaintiffs and Mr. M. W. Slade, instructed by Mr. F. X. d'Almeida e Castro, appeared for defendants.

The case for the plaintiffs having concluded, Mr. Slade in opening the defence submitted that the evidence adduced on behalf of plaintiffs showed that defendants were induced to enter into these contracts by the false representation of the plaintiffs' agent. As to the contents of the English portion of the contract, he submitted that it had been established law for many years that if an agent in the course of employment made a false representation and thereby induced another to enter into a contract, the principal of the agent was liable for the act of the agent. He was liable either in action brought against him by the defrauded person or if the defrauded person refused to carry out the contract. False pretences could be used either as a ground of action, or as a defence to an action. In the course of negotiations for this contract the agent made untrue statements, and on the facts of those statements the defendants entered into the contract. After quoting authorities in support of his argument Counsel submitted that on plaintiffs' own case there must be a verdict for defendants.

Evidence was led and the case further adjourned.

## IN SUMMARY JURISDICTION.

## BEFORE MR. A. G. WISE (PUISSE JUDGE).

## CLAIM FOR GOODS SOLD.

Mak To sued Chen Kwan and Cheong Sai to recover the sum of \$125.10 for goods sold and delivered.

Mr. F. C. Barlow (of Messrs. Goldring and Barlow) appeared for plaintiff, Mr. R. A. Harding for the first defendant and Mr. Otto Kong Sing for the second.

Mr. Barlow stated that plaintiff was a provision dealer while defendants were stewards on the s.s. *Indrochilli*. On June 28th defendants went to the plaintiff's shop and purchased goods to the total amount endorsed on the writ. Half the amount was to be paid down, and the other half on the return of the ship to port. The goods were placed on board, and when plaintiff sought the defendants they informed him they had no money, so would pay all when they returned to Hongkong. Plaintiff had made repeated applications for payment, but without avail.

After hearing the evidence his Lordship refused to believe plaintiff's story and allowed judgment for defendants with costs.

## GERMAN SOCIAL DEMOCRACY.

## THE ARMY AND FOREIGN POLITICS.

The Berlin correspondent of *Der Ostasiatische Lloyd* writes:

In France, Belgium and still more in Italy the anti-military propaganda of the social democratic party is making tremendous progress. In Italy the anti-military party has dared openly to show the way in which they will bring the army to a revolutionary disposition. On account of the weakness of the government in the countries mentioned a propaganda so dangerous to the existing state of society will be materially facilitated.

The German social democrats do not take such weakness for granted in the Government of their country. This was shown in the socialist party day held towards the end of September. One of the leaders of the social democrats, the son of the late socialist Member of Parliament, Liebknecht, made a proposal concerning the formation of a standing commission for the systematic development of anti-military propaganda. This proposal was met with the strongest objections by the great master of German social democracy, Mr. Bebel. He said bluntly that if Liebknecht's proposal were accepted all the party leaders would retire. The reason for his open refusal of the proposal was that the more serious quite to have overlooked the fact that different circumstances were presented in Germany from those in Italy, France or Belgium. A very great majority of the socialist delegates voted with Bebel and refused Liebknecht's proposal.

To develop anti-military propaganda during peace would not be as dangerous in Germany as to incite the masses at the moment of this breaking out of war, and thus attempt to hinder it. The deputy Bebel, who is generally so hasty and obliquely light-headed in spite of his indubitable natural intelligence, was quite right. On the socialist day he said he should never understand it, if the government did not immediately seize and lock up socialist leaders who were trying to create difficulties at the outbreak of a war. But not only the fear of prison or something worse induces Mr. Bebel to warn people against such indiscretion, he is also by a very true feeling for the psychology of the masses at the moment of the outbreak of hostilities. He knows that even the great majority of socialist electors would at that moment be filled with flaming patriotism, and consequently if the leaders called them to treason, it would be their lot to fill the ridiculous role of officers without an army. Therefore the attempt to hinder the mobilization or the marching out of an army would injure, not the state, but social democracy itself.

Concerning foreign politics, on the party day a better understanding was also to be seen. When the enemies of Germany declared formerly that the Emperor and his government had the intention to march into Russia to fight the revolution there, the German social democrats agreed with the suspicious concerning the German policy. But on the party day, Bebel expressed his conviction that Germany did not think of intervening but would have Russia to man get its own internal affairs.

In spite of this very reasonable expression of the German social democratic leader, in bourgeois circles they have by no means resigned the hope, that the social democrats will no longer struggle against the foreign policy of the government and the army, as they have done.

To disturb our peace and then to raise our dissatisfaction by agitation is the life element of the social democratic party, and consequently they cannot have this. In one respect however Bebel's remarks have great value; they show that the leaders of the socialist movement in Germany are quite aware that there is a limit beyond which the patience not only of the German government, but of the German people, would be exhausted. The events of the last year have dashed this limit and to that extent these events have doubtless been beneficial.

## THE PEKING-HANKOW RAILWAY.

A private letter from Peking dealing with the question of the management of the Peking-Hankow (Chih-Hai) Railway gives the following encouraging account of the line.

During the month of September last the income obtained from transport of passengers and goods amounted to the total sum of \$367,200, odd. Beginning with Jan. 1st, 1906, and ending with the last day of July, 1906, the line made in passengers and goods the total sum of \$3,988,100, odd, from which must be deducted the sum of \$1,509,500, odd for running expenses, leaving a total net gain of \$2,478,600, odd, for the above-mentioned seven months. Taking this as a basis, the total net gain for the whole year, ending December 31st next will be somewhere in the neighbourhood of four million and a half dollars after deducting the interest on the loan, and only believed that with stricter supervision of the working of this Railway the income should be doubled next year. — *N. C. Daily News*.

Any man who years for success can have it; he has simply to find out what the public wants, and to give it nothing but that. But it is no simple finding that out?

How many women get credit for far more intelligence, far more sympathy, and far more usefulness than they possess merely because they are accessible. — *The Spectator*.

## SIR ROBERT HART'S CIRCULAR.

## OFFICIALLY PUBLISHED.

In the "Customs Quarterly Gazette" for July-September 1906, published on November 26th from the Statistical Department of the Imperial Maritime Customs, the following notification appeared:

Circular No. 1,369.  
Inspector-General of Customs.  
Peking September 22nd.

Circulars Nos. 1,339 and 1,361 acquainted you with the establishment and opening of a separate and special office to deal with Customs affairs. The Inspector-General, which had hitherto functioned in and under the T'ungli Yamen and Waiwupan was thereon accordingly instructed to report henceforth to, and take its orders from the new department, the Shaiwupan. The two Tach'ien, appointed to control the Shaiwupan, explained to me on two separate occasions, on the 12th and 15th May, that work was to proceed as before, and they now authorize me to circulate this intimation as an order for the information of the Service generally. While the Inspector-General will have the same relations with the Shaiwupan that he had with the Waiwupan and his duties continue to follow the same general lines, Commissioners and part staff will also continue to work just as before and in the same relation to the Inspector-General. Further, seeing that this explanation should dispel apprehensions expressed since the appearance of the Customs Edict on the 9th May, the members of the Service are to avoid originating or circulating, whether by mouth or pen, disturbing rumors and hypothetical fears calculated to provoke public opinion to do so for no useful purpose, but which may do more harm than good as reflecting on the dignity of the Chinese Government. The Maritime Customs worked satisfactorily, efficiently, and usefully in the past, and the Chinese Government has been considerate and liberal in its dealings with its foreign employees; it is not intended to change such treatment and efficiency will march hand in hand with its continuance. I may add that this Customs Circular has been submitted to, and approved of, by the Shaiwa Tach'ien before issue.

I am, Sir,  
Your obedient servant,  
(Signed) ROBERT HART,  
Inspector-General.

To the Commissioners of Customs,  
Postal Commissioners,  
And Deputy Commissioners in charge of Lixia Collectors.

Shaiwa Tach'ien to Inspector-General (Translation).

"We have to acknowledge your dispatch of the 12th October, stating that in connection with the transfer of Customs control you had received our verbal directions on the 22nd of September to issue instructions, in accordance with the draft submitted, for the information and guidance of the Commissioners of Customs, to the effect that the procedure is to continue in every respect as hitherto, and that, having issued a Circular to the Extraordinary General Meeting of shareholders in this company be and are hereby confirmed."

Mr. Cecil Holliard recorded.

Mr. Nielsen said he only wished to ask one or two questions. Mr. Taylor had referred the shareholders to Mr. Marshall, and he desired to ask Mr. Marshall, as agent of the P. & O., Mr. Graham, as agent for the Chinese Government, Mr. Bredon, as agent of the Messageries Maritimes, if they would legally and individually undertake to support this new godown company. Business was business, and he wished to know whether they were prepared to sign a legal agreement (loud laughter) binding them to support the new godown company (cries of "ruish," "sit down," and loud laughter). As Mr. Marshall had been put forward as the chairman of this committee he would like him to assure the shareholders of his company's certain support. Otherwise, they might say that they were forced, if they wished to do business as shipping people, to say they were sorry but they would have to go elsewhere. (loud laughter).

The Chairman said he thought that the question addressed to Mr. Marshall was a most unfair one. It was entirely out of order. (Applause). He would leave it to the meeting to decide whether it was in order or not. He ruled it out of order.

On a show of hands the question was almost unanimously against the question and in support of the Chairman's ruling.

Mr. Nielsen said that the question the shareholders had now to decide was a most important one. For himself, and on behalf of these fellowmen he declared himself strongly in favor of the new scheme. The fullest discussion of the matter should be allowed. He only held five shares himself (laughter). He predicted absolute ruin for this scheme. He had gone to some little trouble about the matter and had asked many firms what their action would be in regard to this new godown company. In nearly every instance they said they would advise their connections at home to ship their goods by steamers which landed their cargo to Shanghai. There had been a great deal of discussion on the subject in the newspapers, and anyone who was a shareholder and a sensible man must have followed the discussion. When the scheme was first proposed it was said that twelve godowns were to be built and that the capital would eventually be £1,300,000. It was now said that eventually 16,000 shares would be issued, and the capital would therefore be £2,600,000. When he heard of the proposal, he said to himself: "Here are Mr. Marshall and Mr. Graham connected with the scheme, and they probably knew no more about godowns than he did." Taking the figures in the report of the committee for granted he wished to show the shareholders what the entire capacity of the godowns really would be. He had drawn a plan of the Old Dock property, which was not drawn to scale, and might be a few inches out, but to which he now wished to refer those present. Mr. Nielsen then, with the aid of a board and chalk, demonstrated that the entire superficial area available for godowns on the West side of the Dock would be 40 feet by 400 feet, i.e. 16,000 sq. ft. There were to be four floors to each godown, making the entire floor space on this side 64,000 sq. ft. The measurements he had given were correct. He had made them himself.

The Chairman asked who had given him permission to make the measurements.

Mr. Nielsen said that he had not asked permission. He was a shareholder. On the other side of the dock the superficial area available for godowns was, allowing room for passages ways, 138 ft. by 370 feet, that was 51,060 sq. ft. These godowns would also have four stories, making a total superficial area of 242,060 sq. ft. Five weeks previously he had known nothing about godowns, but he had been getting up 32 ft. to study the subject, and he was now able to give an opinion as to the storage capacity of these floors. It really did not matter whether each floor of a godown was as high as the room they were in or 100 feet high. It really did not matter, as long as the floors were at least fifteen to twenty feet high in order to give sufficient room. The most that could possibly be stored on one floor was nine feet of cargo. (Mr. Nielsen here came

up to the directors' table, and produced several boxes of toy bricks, marbles, soldiers, and other knick-knacks, with which he proceeded to demonstrate how cargo was stored on each floor). A steamer probably brought in fifty different kinds of cargo. A godown could possibly be stuffed full, if all the cargo belonged to one consignor. It had to be arranged so that it could be worked, either by coolies or electricity. The shareholders might think it would give them the cubic capacity of their godowns if the superficial area were merely multiplied by nine, but he was going to show them that this was not the case at all. There must be passages ways between the cargo in order that it could be worked. If they consulted a professional man on the subject they would be told that these passages ways involved a loss of space of 30 per cent. If heavy cargo were stored to the height of nine feet it was probable that a good many people would be killed in working it. It was not safe to store on-go to a greater height than seven feet, whether it was worked by coolies or electricity. Then the passages were by no means so clean as appeared from the blocks he had been using. There was what was known as godown people as a loss of storage. All the cargo belonging to one firm had to be kept together. It was probably all shapes and sizes and would occupy an enormous space. Nothing else could be piled on the top of this cargo. He would now explain what loss of storage meant. On the western side of the dock the total floor space would be 65,000 sq. ft. It might be piled seven feet high at the most, and he would take seven feet as being the average, though it was the most that could be stored. Multiplying the floor space by seven it would be found that the entire capacity on that side of the dock would be 455,000 cub. ft. From this 30 per cent had to be deducted for passages ways, and an additional 20 per cent for storage loss. (Loud laughter). That was 229,600 cub. ft. On the other side the same proportions had to be made, and it would be found that the total cubic capacity of the proposed godowns on both sides of the dock would work out at 925,140 cub. ft. There was another question. A bale of yarn occupied about 15 cub. ft. Therefore if all the floors were check block full of yarn the most that could be stored, and he was then settling the figures too high owing to a miscalculation on

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PAGES, CODES: A.B.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## FOR SALE.

**TWO** Single ended or turn tubular MARINE BOILERS by LEE, ANDERSON & Co., 11 feet by 9 feet. In good condition.

Apply to—Care of "Daily Press" Office, Hongkong, 4th December, 1906. [2220]

**C. DE M. C. VIEIRA-RIBEIRO**, Auctioneer, Favoured with instructions, will sell by PUBLIC AUCTION

**TO-MORROW (WEDNESDAY)**, the 5th December, at his Sales Room, at No. 8A, Queen's Road Central, at 2.30 p.m.,

A GRAND AND VARIED COLLECTION OF JAPANESE CURIOS AND GOODS suitable for Christmas and New Year's Souvenirs.

Comprising:—SATSUMA, CHAKISONE MATKUZU, BRONZE, IVORY, AND LACQUERED WARE, SILK EMBROIDERED SCREENS, CUSHIONS, AND TABLE COVERS, WALL HANGINGS, KARI-MONOS, CUT VELVET PICTURES, WATER COLOURS, FRAMES, PICTURES, &c., &c.

Terms:—As usual.

Hongkong, 4th December, 1906. [2221]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY & FOCHOW.**

**THE** Company's Steamship

"HATCHING,"

Captain A. E. Hodgins, will be despatched for the above Ports on THURSDAY, the 6th inst., at DAYLIGHT.

For Freight or Passage, apply to

**DOUGLAS, LARRAIK & Co.**, General Managers, Hongkong, 3rd December, 1906. [2216]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**FOR SHANGHAI, KOBE AND YOKOHAMA.**

**THE** Company's Steamship

"YARRA,"

Captain Bellier, will be despatched for the above Ports on or about MONDAY, 10th inst.

For Freight or Passage, apply to

**G. DE CHAMPEAUX**, Agent, Hongkong, 4th December, 1906. [2]

**HAMBURG-AMERIKA LINE.**

**THE** H.A.L. Steamship

"HOFENSTADEN,"

Captain Jager, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-

signed and to take immediate delivery of their Goods from wharves.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding bar discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Dec. at 3 p.m.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINE**, Hongkong Office, Hongkong, 3rd December, 1906. [2217]

**EDUCATIONAL.**

**LESSONS** at the Peak. Mornings only.

School now open. Address inquiries to—"BOX 184,"

Care of "Daily Press" Office, Hongkong, 2nd December, 1906. [2215]

**WANTED.**

**SITUATION** WANTED by a Portuguese

Senior Clerk. Mercantile Firm preferred. Good references and experience.

Apply to—Care of "Daily Press" Office, Hongkong, 30th November, 1906. [2193]

**CANTON DISTRICT.**

**LOCAL NOTICE** TO MARINERS,

No. 78.

**CHAIN ROCK LIGHT-HOUSE.**

**NOTICE** IS HEREBY GIVEN that the

LIGHT on Chain Rock, Boca Tigra, Canton River, was EXHIBITED for the first time at sunset on the 24th November, 1906.

The Illuminating Apparatus is electric, of the 6th order, showing a fixed Red Light.

The Light Tower is situated on Chain Rock, Boca Tigra, and the Light which is elevated 33 feet above ordinary High Water level, should be visible in clear weather at a distance of 7 nautical miles.

The Tower is a square brick structure, 304 feet high to the top of the Parapet, with a total height from the base to the top of the Lantern of 36 feet.

The Tower is painted brick-colour.

Approximate position:—

Lat ... 22° 47' 26" N.

Long ... 113° 37' 29" E.

J. HOWELL, MAY, Harbour Master.

Approval:—

F. J. MAYERS, Acting Commissioner of Customs.

Custom House, Canton, 29th November, 1906. [2210]

## AUCTION

## PUBLIC AUCTION.

**THE** Underigned have received instructions from the Hon. Mr. E. A. HEWITT, to Sell by Public Auction.

On THURSDAY, the 6th December, 1906, at 2 p.m., within his Residence, "Craig Ryle," the Peak,

THE WHOLE OF THE

**VALUABLE HOUSEHOLD FURNITURE,**

THENCE CONTAINED—

(All English, Shanghai and Local makes),

Comprising:—TEAKWOOD WARD-ROBES with GLASS OAK and MAHO-

GANY CHEST-OF-DRAWERS and CUP-BOARDS, DRESSING TABLE with GLASS, TRUNKS, MARBLE-TOP

WASHSTANDS, TOILET SETS, TEAK-WOOD EXTENSION DINING TABLES

with ROUND WOOD COVERS, DINING ROOM CHAIRS, GLASS and CROCKERY

WARE, CANTON CARVED BLACK-WOOD DE-K, EASEL and TEAPOTS,

BOOKCASE, CARD TABLES, RATIAN CHAIRS, TABLES and SOFAS, &c., &c.

Also

A Large Quantity of PLANTS in POTS,

And

One GENT'S BICYCLE.

Catalogues will be issued.

Terms:—As usual.

**HUGHES & HOUGH**, Auctioneers, Hongkong, 1st December, 1906. [2212]

## NOTICES OF FIRMS

## NOTICE.

**WE** BEG TO NOTIFY the Public that we are carrying on business as COTTON AND YARN DEALERS at No. 32, Henham Street under the style of SANG CHEONG PAT, and that all contracts for buying and/or selling Cotton and/or Yarn and all other mercantile documents relating to the business of our firm must bear the Chop of our Firm and the Signature of one of the partners whose names are mentioned below, otherwise the firm will not be bound or incur any responsibility thereby.

**HO FOOK** otherwise HO CHAK SANG, HO KONG TONG, HO TAI-SANG, LO CHEUNG-SHIU, LO SAI-KI, Hongkong, 30th November, 1906. [2195]

## NOTICE.

**WE** have Established Ourselves To-day under the Firm Name

**ULDERUP & BOHLUTER**, Hongkong, as GENERAL MERCHANTS and ENGINEERING

AGENTS.

**T. P. ULDERUP & C. SCHULTER**, Office 1 & 2, Beaconsfield Arcade, Hongkong, 15th October, 1906. [1919]

**"SAM CHAR" MINE, KWONGSI PROVINCE.**

**IT** IS HEREBY NOTIFIED that His

EXCELLENCY CHEONG, who in the past

eighteen months has extended about \$10,000 on Matsels and other Works in connection with

the above named SAM CHAR MINE in the Kwan Ynn district of the Province of Kwongsi,

and had several times by advertisement in the newspapers publicly invited offers for the property and all the rights therein, has Rescinded

the management and transferred all rights and interest in the above named Mine to Messrs.

CHAM CHIT TING and HO SZE KI and others who are willing to provide the necessary

Capital for the Working of the Mine. Twelve

regulations for such transfer have already been drawn up and mutually signed by the above-

named Parties.

It is HEREBY FURTHER NOTIFIED that the

Members of the Directories, Committees and the Shareholders in the WAH HING and FO

HING Companies by whom the Mine has successively been owned, may inspect the

regulations and all other particulars of the transfer on application to the YU WO FAI

Firm, No. 227, Des Vaux Road West, Hong-

kong, or to the Canton-Amoy Railway

Office, in Teing Hoi Moon Street, Canton, on any day prior to the 22nd day of this Month,

on which date the New Company will assume the management of the said Mine, and no claims

and objections on the part of parties interested in the above-named WAH HING and FO HING

Companies can thereafter be entertained.

Signed on behalf of the Shareholders,

**PO HING COMPANY**, The 8th day of the 10th Moon, 32nd year of Kwongsi, [2170]

## FOR SALE

## FOR SALE.

**BRICK** and STONE BUNGALOW, at

the Peak called

"THE HAYSTACK"

with about 2 Acres of Ground attached.

Built on Farm Lots Nos. 63 & 61.

For Particulars, apply to—

**D. K. MOSS**, Care of ALAN, ROSS & Co., 4, Des Vaux Road Central, Hongkong, 1st December, 1906. [2203]

## FOR SALE.

**3** WOODEN LIGHTERS,

Length ... 80' 0"

Breadth ... 24' 0"

Depth ... 9' 3"

Capacity ... 320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

**C. E. WARREN & Co.**, 30, Des Vaux Road, Central, and

**HOO CHEONG WO & Co.**, 51 & 52, Connaught Road, Central, Hongkong, 6th November, 1906. [2049]

## JUST PUBLISHED.

## NOW ON SALE.

**THE FIFTY YEARS**

**ANGLO-CHINESE CALENDAR**

日曆英中 年十五

FROM 1st JANUARY, 1861 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 32nd YEAR OF KWANG SUI.

PRICE 32 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. [2841]

## TO LET

## HONGKONG CLUB.

## TO LET.

**TWO** ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

**C. H. GRACE**, Secretary, Hongkong, 28th May, 1906. [1158]

## TO LET

**NO. 13, GAGE STREET**, 8-Roomed House, with a Godown.

Apply to—**E. A. & C. F. DE CARVALHO**, 14, Arbuthnot Road, Hongkong, 18th June, 1906. [1270]

## TO LET.

**A** HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**, Hongkong, 1st August, 1906. [79]

## TO LET.

**FOUR** ROOMED HOUSE on Praya East near East Point.

Apply to—**JARDINE, MATHESON & CO.**, Hongkong, 27th November, 1906. [2168]

## TO LET.

**"DURBAR HOUSE"** in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—**SPANISH PROCURATION**, Hongkong, 11th October, 1906. [1892]

## TO LET.

**ONE** GODOWN at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—**JARDINE, MATHESON & CO.**, Hongkong, 16th October, 1906. [1922]

## TO LET.

(EITHER IN WHOLE OR IN PART).

**"THE ACACIAS"** and **"THE GROVE"**, having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—**E. M. HAZELAND**, No. 35, Queen's Road Central, Hongkong, 19th July, 1906. [1436]

## TO LET.

**WING-ON**, Contractor, No. 31, D'Aguiar Street, Hongkong, 19th July, 1906. [1436]

## TO LET.

**"BROCKHURST,"** PEAK.

**"GLENWOOD"** CAINE ROAD, suitable for a Boarding House or Club.

No. 3, CAMERON VILLAS, PEAK.

No. 7, DES VOUX VILLAS, PEAK.

No. 4, CONDUT ROAD.

No. 3, ARBUTHNOT STREET.

BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches).

BEILIOS TERRACE HOUSES, ROBINSON ROAD.

TO LET OR FOR SALE.

**NEW** HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117.

Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings, Hongkong, 2nd November, 1906. [1928]

## TO LET—AT KOWLOON.

**NO. 3, LYEMOON VILLAS**, a Five-Roomed House with joint use of Tennis Court. Possession from 15th November next.

Apply to—"LYEMOON," Care of "Daily Press" Office, Hongkong, 17th October, 1906. [1927]

## TO LET ON LEASE.

**FROM** 1st JANUARY, 1907.

**NOS. 6, 8, 10, 12** and **14, HOLLYWOOD ROAD.**

Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to—**ARRATON V. APCAR & CO.**, 45, Wyndham Street, Hongkong, 24th October, 1906. [1967]

## TO LET.

**NO. 52, CAINE ROAD.**

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, McDONNELL ROAD, "FANG YUEN."

Apply to—**SAM WANG CO. LTD.**, 81, Queen's Road Central, Hongkong, 13th November, 1906. [2087]

## TO LET.

**2ND** FLOOR No. 12, Queen's Road Central.

**SEMI-DETACHED BUNGALOW** (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to—**LEIGH & ORANGE**, 1, Des Vaux Road, Hongkong, 1st June, 1906. [501]

## TO LET.

**NO. 4, DES VOUX ROAD**, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Offices, including a Strong room and out-houses.

No. 5, PEDDERS' HILL, a 5-Roomed Dwelling House with out-houses.

No. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS" 2nd Floor, suitable for Offices.

No. 1, ROBINSON ROAD, "FAIRVIEW," consisting of Six Rooms, very pleasantly situated, with large Servants' Quarter.

Apply to—**DAVID SASSOON & Co., LD.**, Hongkong, 8th November, 1906. [2060]

## TO LET

## TO LET.

**NO. 6, MACDONNELL ROAD**, from 1st January, 1907, Six Rooms, Servants' Quarter and Garden; Nice Location, Electric Light installed.

Apply to—"K," Toyo Kisen Kaisha, York Buildings, Hongkong, 3rd December, 1906. [2214]

## TO LET.

**ONE** LARGE GODOWN in QUEEN'S ROAD CENTRAL, suitable for Dry Goods, Opium, etc. Rent \$125 per month free of taxes. Electric Light installed.

**ONE** LARGE SHOP with Two Show Windows, Electric Light fitted, in QUEEN'S ROAD CENTRAL. Rent \$250 per month free of taxes.

Apply to—"B. 163," Care of "Daily Press" Office, Hongkong, 30th November, 1906. [2193]

## TO LET.

**OFFICES** in KING'S BUILDING and YORK BUILDING.

No. 2, HILLSIDE, THE PEAK.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRATA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE, FLATS in MORETON TERRACE.

Apply to—**THE**



## INSURANCES

## NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905  
217,827,119.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0-0  
II. FUND FUNDS... 3,387,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 11th July, 1906. [1349]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LES-BAINS.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897. 311

## THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 13th August, 1906. [1985]

## LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.  
SIEMSEN & CO.,  
Agents.  
Hongkong, 1st January, 1901. 29

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
For all kinds of ailments, especially those of the stomach and bowels. These pills are the most effective and reliable remedy for all such ailments. They are sold in all the leading druggists and chemists.

**SANTAL MIDY**  
These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.  
Each Capsule bears the name MIDY.

**LADIES' REMEDY**  
For functional troubles, delay, pain and those irregularities peculiar to the sex.  
**APIOLINE**  
(CHAROATEAU)  
Prescribed by the highest French Medical authorities and superior to Tansey, Steel Drops and Penny Royal.  
CHAROATEAU, 8, r. Vivienne, Paris.

**Nature's Own Food**  
The concentrated nourishment of Fresh Milk  
**PLASMON**  
One ounce contains more food value than a beef steak.  
TRY **PLASMON**  
OATS Go twice as far as  
COCOA any others

**BOVRIL**  
Gives Strength and Vigour.  
Bovril is highly nutritious it quickly relieves fatigue after great exertion and gives invaluable aid in the exhaustion and depression which follow many ailments.

## INTIMATIONS

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, Des Voeux Road CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September 1905 [1674]

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, D'ARQUILLER STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 1759

**PURE FRESH WATER.**  
THE HONGKONG STEAM WATER BOAT CO., Ltd., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.  
Call Flag—W.  
J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor.  
Hongkong, 9th August 1905 1712

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**FATHER TUCKER'S XMAS GOODS.**  
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## SHANGHAI DOCK AND ENGINEERING CO. LTD.

(Continued from page 3.)  
his own paper, would be 64,252 bales. That was without allowing room for sorting, and the bales to be stored in this way, would all have to belong to one merchant. If the ordinary course, from F-sorting was not allowed there would be trouble with the consignees. A bale of 44 lbs paid nine candelers per month for godown storage, and this worked out at Tls. 5.78.10, and there would have to be a discount of 25 per cent for competition, leaving for the entire storage for a year Tls. 52,941.12. Out of this sum taxes and other expenses would have to be paid, and nothing could be realized or clearance on the Old Dock property. He considered the starting of such a company would be absolutely ruinous.

Dr. Gilbert Reid said that he had not much to say. The facts presented at this meeting agreed with those presented at the former meeting by the promoters. There was no variation. The cubic capacity, the cost, the money required, and the income expected were all the same as in the document presented at the last meeting. Only at the last meeting the dividend was expected to be 14 per cent, the question of paying interest on the debentures having been omitted. Now the dividend was put down at 10 per cent, and 7 per cent was to be paid for debentures. He was not an expert, but he had made comparisons with a company whose property was adjusted to the proposed company's proposed godown company. He referred to the reports of the Yangtze Godown Company, and found that last year they had paid 15 per cent. The profits were Tls. 55,000 and he understood that about half of them came from the wharves. This company had wharf frontage of something like 600 feet, and if the wharf at the Old Dock was cleared the proposed company would have on the other side of the river a frontage of about 1,150 ft. If the Yangtze Company made Tls. 27,500 from their wharves, the proposed company might make Tls. 55,000 from theirs. The eight godowns of the Yangtze Company brought in about Tls. 27,500 profit. Two of their godowns were three-storied, and the rest had only one story. He had reckoned that the cubic capacity of the Yangtze godowns was 73,000 cu. ft. According to this statement the payment per cubic foot per month was 1.3 1/2 cents, or four cents per annum. In the report of the proposed company the rate was to be Tls. 4 cents per month, or Tls. 0.48 per annum. The godowns of the Yangtze Company with a storage capacity of 73,000 cu. ft. brought in a profit of Tls. 27,500 per annum. The godown capacity of the proposed company, storing cargo 8 ft. high, was to be 6,300,000 cu. ft. It had been stated, however, that the height to which cargo could be stored was only seven feet. If this were so the cubic capacity of the proposed godowns would be 4,900,000 cu. ft. According to the committee the ground floor would not be used for storing goods and one quarter of the cubic capacity therefore had to be deducted, leaving the total capacity at 3,675,000 cu. ft. This half had to be deducted from this as proposed, 30 per cent for passage ways, and 20 per cent for storage loss, which was practically what the committee reported. The total net storage capacity of the proposed godowns therefore would be 1,837,500 cu. ft., and calculating the receipts on the same basis as those on which the Yangtze Godown Company paid their dividend of 15 per cent, last year—4 cents per cubic foot per annum—the receipts would be Tls. 75,000. Adding to this the wharfage receipts calculated at Tls. 55,000, the total income of the company would be Tls. 130,000. 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## SHIPPING.

## ARRIVALS.

ANGUS, German str., 1218, C. Kumpel, 2nd Dec.—Bangkok via Hoihow 23rd Nov.  
 Rice.—Butterfield & Swire.  
 BURLOW, German str., 5223, H. Formes, 3rd Dec.—Yokohama 24th Nov. Mails and General.—Moloch & Co.  
 CHOWHANG, British str., 1424, A. E. Sandbach, 3rd Dec.—Shanghai 29th Nov. and Swatow 2nd Dec. General.—Jardine, Matheson & Co.  
 HANGCHOW, British steamer, 3rd Dec.—from Canton.  
 HANG, French str., 738, P. Morles, 2nd Dec.—Haiphong and Hoihow 1st Dec. General.—A. R. Marly.  
 KRAMER, Norwegian str., Marnan, 3rd Dec.—Vladivostok 2nd Nov. General.—Hamburg-Amerika Linie.  
 MAUSANG, British str., 1644, H. Houghton, 3rd Dec.—Sandakan 27th Nov. Timber.—Jardine, Matheson & Co.  
 MICHAEL JENSEN, German str., 951, H. Baudouin, 2nd Dec.—Hoihow 1st Dec. Mails and General.—Jardine & Co.  
 NEWY, Italian, British str., 2810, Allan Back, 3rd Dec.—New York 11th Oct. Case Oil.—Order.  
 PROTUS, Norwegian str., 1044, G. C. Krabha, 2nd Dec.—Bangkok 22nd Nov. and Hoihow 1st Dec. Rice and General.—Nippon Yusen Kaisha.  
 QUEEN ALEXANDRA, British str., 2545, Leslie, 3rd Dec.—Sydney 29th Oct. Coal.—Sheehan, Towner & Co.  
 SITHONIA, German str., 4238, Brehm, 2nd Dec.—Amoy 1st Dec. General.—Hamburg-Amerika Linie.

## CLEANERS.

AT THE HARBOR MASTER'S OFFICE.  
 Dec. 3rd.  
 CHONGY, British str., for Canton.  
 Hoihow, British str., for Swatow.  
 Hoihow, British str., for Shanghai.  
 TELEMAN, German str., for Singapore.  
 Wingway, British str., for Shanghai.

## DEPARTURES.

Dec. 3rd.  
 BOMBAY MARU, Japanese str., for Kobe, Hoihow, British str., for Canton.  
 KOISHIMARU, German str., for Bangkok.  
 TELEMAN, German str., for Saigon.  
 THINAK, British str., for Australia.

## SHIPPING REPORTS.

The Norwegian str. Protus reports: Strong N.E. monsoon.  
 The German str. Angus reports: Very strong monsoon and heavy rain.  
 The German str. Sithonia reports: Had good weather, N.E. winds and moderate S.W. breeze.  
 The British str. Chongy reports: Experienced light to moderate N.E. winds from Shanghai to Swatow; thence similar E.N.E. winds; sea smooth and weather fine, clear throughout.

## VESSELS IN DOCK.

Dec. 3rd.  
 AMERICAN DOCKS.—Moths, Drifter.  
 KOWLOON DOCK.—Sungay, Montague, Hoihow, U.S.S. Callao, H.M.S. Java, Hoihow, Jacob, Dredge, Pioner, Capt. Sir Wm. J. Jones, Shima, Alcazar.  
 CONSTITUTION DOCK.—S. P. Hillcock.

## VESSELS ON THE BERTH.

## "DEN" LINE OF STEAMERS.

## FOR LONDON.

## THE Steamship

"BENMOHR,"  
 Captain Webster, will be despatched as above on or about the 30th inst.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 12th November, 1906. [2084]

## "GLEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

"GLENAYON,"  
 Captain W. Houlton, will be despatched as above on FRIDAY, the 7th December.  
 For Freight, apply to  
 McHUGH, BROS. & GOW,  
 Hongkong, 22nd November, 1906. [2147]

## COMPAGNIE DES MESSEGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE, AND BLACK SEA PORTS.

## THE Steamship

"ERNEST SIMONS,"  
 Captain Lorrion, will be despatched for MARSEILLES on TUESDAY, the 11th December, at 1 P.M.  
 This steamer connects at Colombo with the Australian line a.s. Armand Behar, bound for Marseilles via BOMBAY and Aden.  
 Passage tickets and through bills of lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "POLYNESIE" ... 25th Dec.  
 S.S. "CALEDONIE" ... 30th Jan.  
 S.S. "SALAZIE" ... 2nd Jan.  
 S.S. "OCEANIE" ... 5th Feb.  
 S.S. "TOURANE" ... 22nd Feb.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 25th November, 1906. [2]

## NAVIGAZIONE GENERALE ITALIANA.

## (Fiorio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
 Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALGUTTA.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

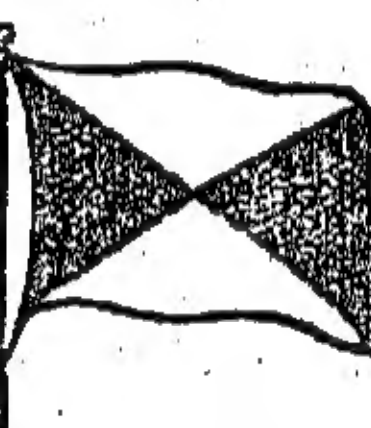
"CAPRI,"  
 Captain Belito, will be despatched as above on WEDNESDAY, the 13th Dec., at Noon.  
 At Bombay the steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 1st December, 1906. [4]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.  
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	Quick despatch.
LONDON & ANTWERP	GLENAYON	Brit. str.	—	Woolfenden	McGREGOR BROS. & GOW	On 7th inst.
LONDON & ANTWERP	DEVANHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SYNTHIA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 5th inst.
MARSEILLES, LONDON & ANTWERP	ERNEST SIMONS	Brit. str.	—	Bourdon	MESSAGERIES MARITIMES	On 11th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SAN DOMINGO	Dan. str.	—	Formes	MELCHERS & CO.	About 12th inst.
BREMEN, VIA PORTS OF CALL	BURLOW	Ger. str.	—	Formes	MELCHERS & CO.	To-morrow, at Noon.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k.w.	Neyerdierks	HAMBURG-AMERIKA LINIE	On 31st Jan.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	REHMANIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	About 27th inst.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. FERDINAND	Ger. str.	k.w.	v. Hoff	MELCHERS & CO.	About 7th inst.
ODessa	PETRONIA	Ger. str.	—	Mulovich	SANDER, WIELER & CO.	About 10th inst.
NEW YORK	SAINT PATRICK	Ger. str.	—	Formes	MELCHERS & CO.	About 17th inst.
NEW YORK	VERONA	Ger. str.	—	Formes	DODWELL & CO., LTD.	On 2nd Jan.
NEW YORK	VANDALIA	Ger. str.	k.w.	Formes	CARLOWITZ & CO.	On 14th inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	Formes	HAMBURG-AMERIKA LINIE	About 17th inst.
TARTAR	TARTAR	Brit. str.	1 m.	Formes	CANADIAN PACIFIC R. CO.	On 23rd inst., at 4 P.M.
FLORIAN	FLORIAN	Am. str.	—	F. G. Purington	DODWELL & CO., LTD.	About 20th inst.
KARATO MARU	KARATO MARU	Jap. str.	—	W. C. T. S. Filmer	TOYO KISEN KAISHA	Middle of Dec.
PRINCE SIGISMUND	PRINCE SIGISMUND	Dan. str.	—	Lenz	MELCHERS & CO.	On 11th inst., at Noon.
CAMBODIA	CAMBODIA	Dan. str.	—	Lenz	MELCHERS & CO.	On 10th inst.
CHANGSHA	CHANGSHA	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 13th inst.
LIANGCHOW	LIANGCHOW	Brit. str.	1 m.	H. Harder	MELCHERS & CO.	To-morrow, at Daylight.
HANGCHOW	HANGCHOW	Brit. str.	1 m.	Spencer White	JARDINE, MATHESON & CO.	To-morrow.
HANGCHOW	HANGCHOW	Brit. str.	1 m.	Mawley	BUTTERFIELD & SWIRE	To-morrow.
F. E. FRIEDRICH	F. E. FRIEDRICH	Ger. str.	k.w.	Jaeger	MELCHERS & CO.	To-morrow.
AMBRIA	AMBRIA	Ger. str.	k.w.	Jaeger	HAMBURG-AMERIKA LINIE	To-morrow.
KOWLOON	KOWLOON	Brit. str.	—	H. Scher	HAMBURG-AMERIKA LINIE	To-morrow.
NANCHANG	NANCHANG	Brit. str.	1 m.	F. J. Fox	SIEMSEN & CO.	To-morrow, at 4 P.M.
NUZIA	NUZIA	Brit. str.	—	S. Ito	BUTTERFIELD & SWIRE	On 8th inst.
FUKUSHU MARU	FUKUSHU MARU	Jap. str.	—	A. E. Houlton	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
HAICHING	HAICHING	Brit. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day.
TAMING	TAMING	Brit. str.	1 m.	P. Mooney	JARDINE, MATHESON & CO.	On 7th inst., at 4 P.M.
YUENSHANG	YUENSHANG	Brit. str.	—	E. Rodger	SIEMSEN & CO.	On 8th inst., at Noon.
ZAFIRO	ZAFIRO	Brit. str.	—	E. Almond	SIEMSEN & CO.	On 14th inst., at Noon.
RUH	RUH	Brit. str.	—	P. M. B. Lisk	HAMBURG-AMERIKA LINIE	On 7th inst.
ARCADIA	ARCADIA	Ger. str.	k.w.	Belito	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
LAISANG	LAISANG	Brit. str.	—	Zwart	CARLOWITZ & CO.	On 12th inst., at Noon.
CAPRI	CAPRI	Ital. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
TJIBODAS	TJIBODAS	Dut. str.	—			



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 8th Dec, Noon.
RUBI	2540	R. Almond	Manila	On 15th Dec, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.

Hongkong, 30th November, 1906. [15]



## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,  
 GENERAL AGENTS.

Hongkong, 13th November, 1906. [19]

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 4th Dec., 3 P.M.  
 "SHANGHAI" ... Wednesday, 5th Dec., daylight.  
 "MANILA" ... Friday, 7th Dec., 4 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, & Yangtze Ports.

For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 4th December, 1906. [18]

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.  
 DESTINATION STEAMERS DATE OF SAILING.  
 YOKOHAMA KOBE and "CAMBODIA" ... On 10th Dec.  
 VLADIVOSTOK "SAN DOMINGO" ... On or about 12th Dec.  
 MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN BALTIC PORTS... "PETRONIA" ... On or about 7th Dec.  
 ODESSA "ARCONIA" ... About end of Dec.

For Further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.]

Hongkong, 4th December, 1906. [1357]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

## MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
† PLEIADES	3753	F. G. Purington	About 20th December.
† LYRA	4417	G. V. Williams	On 9th January.
† SHAWMUT	9606	E. Roberts	On 23rd January.
† HYADES	3753	J. Alton	On 30th January.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "DREMONTE" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

QUEEN'S BUILDINGS,  
 Hongkong, 29th October, 1906. [7]

DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "REHMANIA," "HANGCHOW" and "HOHENSTAUFEN" These have very large cabins, provided with ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.)

HOHENSTAUFEN ... Capt. Jaeger ... 5th December

SILEZIA ... Capt. Balle ... 2nd January

SCANDIA ... Capt. v. Doehren ... 1st February

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, AND HAMBURG.

REHMANIA ... Capt. v. Hoff ... 14th December

HOHENSTAUFEN ... Capt. Jaeger ... 11th January

SILEZIA ... Capt. Balle ... 8th February

SCANDIA ... Capt. v. Doehren ... 22nd March

HANGCHOW ... Capt. Filler ... 5th April

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 5th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 5th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 15th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

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FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 25th December

## VESSELS ON THE BERTH.

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

1906

FOR NEW YORK.

"SAINT PATRICK" ... 10th Dec.

"SATSUMA" ... 11th Jan.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 12th November, 1906. [787]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT.

## MEDITERRANEAN PORTS.

## PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA,"

Captain T. H. Hild, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 15th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Moldavia, 16,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 28th January, 1907.

Periods will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 4th December, 1906. [1]

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail.

"KASATO MARU" 6,000 Middle of Dec.

Capt. W. C. T. S. Filmer.

Taking Freight and Passengers to other Western Coast Ports of South America.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON and ANTWERP.....	SUMATRA Capt. E. W. Bruce	About 5th December	Freight and Passage.
SHANGHAI and JAPAN.....	NUBIA Capt. F. J. Fox	About 8th December	Freight and Passage.
LONDON, &c., via Usual Ports.....	DEVANHA Capt. T. H. Hild, R.N.R.	Noon, 15th December	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th December, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA.....	"TAMING".....	On 4th December.
SHANGHAI.....	"HANGCHOW".....	On 4th December.
SHANGHAI.....	"HANGCHOW".....	On 5th December.
YOKOHAMA and KODE.....	"NANCHANG".....	On 6th December.
	"CHANGSHA".....	On 13th December.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 30th November, 1906.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

\* ANPING VIA SWATOW { "FUKUSHU MARU" } WEDNESDAY, 5th  
AND AMOY { Capt. S. Ito } Dec., at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th November, 1906.

T. ARIMA, Manager.

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR  
MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP  
"MACEDONIA,"  
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,  
To LONDON—£95 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 14th October, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAMERS	SAILING DATES.
BUELOW "PRINZ REGENT LUITPOLD" ...	WEDNESDAY ... 5th December
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 19th December
SEYDLITZ ...	WEDNESDAY ... 2nd January
PRINZ HEINRICH ...	WEDNESDAY ... 16th January
PREUSSEN ...	WEDNESDAY ... 30th January
PRINZESS ALICE ...	WEDNESDAY ... 13th February
PRINZ LUDWIG ...	WEDNESDAY ... 27th February
ZIETEN ...	WEDNESDAY ... 13th March
PRINZ REGENT LUITPOLD ...	WEDNESDAY ... 27th March
PRINZ EITEL FRIEDRICH ...	WEDNESDAY ... 10th April
	WEDNESDAY ... 24th April
	WEDNESDAY ... 8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship  
will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 3rd Dec. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec., and  
Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

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# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	...	...	THURSDAY, 20th Dec.	7th Jan.
"TARTAR" 4,425	...	...	WEDNESDAY, 9th Jan.	2nd Feb.
"EMPERESS OF CHINA" 6,000	...	...	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE" 6,163	...	...	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA" 6,000	...	...	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN" 3,882	...	...	WEDNESDAY, 20th Feb.	10th Mar.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.  
SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships  
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 252.  
Intermediate on Steamers: £40, via New York £42.  
and 1st Class Railways: £40, via New York £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
Corner Polder Street and Praya opposite Blake Pier.

# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, London, E.C.  
Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and  
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.

Essa Water and Ice, Ship's Stores and Provisions at Moderate Prices.

Elephant Dock available for Steamers up to 3,000 tons' displacement and workshop  
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

JAVA-CHINA-JAPAN LINE,  
YORK BUILDINGS.

2200

SHIPPING IN PORT.

STAMERS.

ACARA, British str., 3,174, A. Smith, 23rd

November—New York 25th Sept., Case Oil.

Standard Oil Co.

BELLSHOP, British str., 3,727, T. Bartlett,

1st December—Shanghai 28th November,

General—Butterfield & Swire.

BOUEN, French str., 390, Le Bail, 30th Nov.

—Baigon 27th Nov., General—Chinese.

CAIRO, Norwegian str., 3,811, J. Larsen, 29th

Nov.—Sourabaya 15th Nov., Molais and

Sugar—Aagaard, Thorsen & Co.

CANTON MARU, Japanese str., 1,987, S. Hirai,

30th Nov.—Baigon 22nd Nov., Rice and

Flour—Chinese.

CLARA JENSEN, German str., 1,103, J. Jensen,

28th Nov.—Bangkok 19th Nov., Rice—

Jensen & Co.

CORNIC, British str., 2,744, A. Dixon, 27th

November—San Francisco 30th Oct., Mails

and General—O. & O. S. Co.

CHIANLY, British str., 2,830, W. E. Steele, 2nd

December—Chefoo 27th November—Gibb,

Livingston & Co.

DAGNO, Norwegian str., 788, S. Stensen, 30th

November—Mojji 24th November, Coal—

Order.

DEWEY, British str., 1,363, J. Jenkins, 23rd

November—Saigon 17th Nov., General—

Chinese.

DEVALONGSE, German str., 1,057, T. V. Erben,

2nd Dec.—Bangkok and Swatow 1st Dec.,

Rice—Butterfield & Swire.

DRUFA, Norwegian str., 1,102, J. Bing, 22nd

November—Saigon 18th November, Rice—

Aagaard, Thorsen & Co.

EMPEROR OF JAPAN, British str., 3,039, H.

Erben, 18th Nov.—Yokohama 30th Oct.,

Mails and General—O. & O. S. Co.

FOOCHOW, British str., 1,227, H. Szele, 30th

Nov.—Chefoo 24th November, General—

Butterfield & Swire.

FUKUSHU MARU, Japanese str., 1,090, T. Ito,

30th Nov.—Yokohama and Swatow 28th Nov.,

General—Osaka Shosen Kaisha.

HARU, British str., 1,183, J. S. Risch, 1st

December—Coast Ports via Swatow 3rd



